

Exhibit 300: Capital Asset Plan and Business Case Summary

Part I: Summary Information And Justification (All Capital Assets)

Section A: Overview (All Capital Assets)

1. Date of Submission: 2010-03-17 15:32:36

2. Agency: 021

3. Bureau: 12

4. Name of this Investment: FAAXX732: NextGen Network Enabled Weather (NNEW) Segment 1

5. Unique Project (Investment) Identifier: 021-12-01-21-01-4300-00

6. What kind of investment will this be in FY 2011?: Planning

- Planning
- Full Acquisition
- Operations and Maintenance
- Mixed Life Cycle
- Multi-Agency Collaboration

7. What was the first budget year this investment was submitted to OMB? *

8. Provide a brief summary and justification for this investment, including a brief description of how this closes in part or in whole an identified agency performance gap; this description may include links to relevant information which should include relevant GAO reports, and links to relevant findings of independent audits.

The NNEW Exhibit is being submitted for the first time and is in the planning stage. NNEW will provide the needed improvements to partially fill the performance gaps by rolling out the program through a series of segments consisting of multiple capabilities that impact the mission of the NAS. Weather is often the tipping point for delay and safety in NAS operations. NNEW supports the FAA Strategic Goal of Greater Capacity by working with local governments and airspace users to provide increased capacity in the United States airspace system that reduces congestion and meets projected demand in an environmentally sound manner. Objective 1 - Increase capacity to meet projected demand and reduce congestion. Weather information is needed for air traffic management and flight operations decisions. These decisions range from the planning of individual flights, to the management of individual terminals and airspace, to managing the capacity of the NAS. Collaboration among decision makers is required to resolve the constraints brought about by weather. Air Traffic Management (ATM), Flight Operations Center (FOC), and flight deck operational decision makers are unable to collaborate effectively in order to make the strategic and tactical decisions of the day. The current procedures for making these decisions are either labor intensive, and/or rely on multiple inputs in order to infer the required decision. The system is unable to support these decision makers due to gaps in today's weather dissemination system; incomplete, inaccurate, and inconsistent weather forecasts; and gaps and inaccuracies in weather observations used to depict current weather conditions and to support forecast generation. Among problems to be addressed in NextGen are: - Weather information not accessible to all users and cannot be manipulated in accordance with user specific needs - Clear, accurate, consistent, complete, and unambiguous aviation weather information not available - Weather products lacking the spatial or temporal resolution required for decisions involving key weather phenomena that impact aviation - Inability to automatically develop and display the impact of weather on current or future NAS capacity - Weather data not well integrated into either manual procedures or automated decision support tools (DST) This Exhibit addresses the weather dissemination gap by creating consistent aviation weather in standard formats.

- a. Provide here the date of any approved rebaselining within the past year, the date for the most recent (or planned) alternatives analysis for this investment, and whether this investment has a risk management plan and risk register.**

9. Did the Agency's Executive/Investment Committee approve this request? *

a. If "yes," what was the date of this approval? *

10. Contact information of Program/Project Manager?

- Name: *
- Phone Number: *
- Email: *

11. What project management qualifications does the Project Manager have? (per FAC-P/PM)? *

- Project manager has been validated according to FAC-PMPM or DAWIA criteria as qualified for this investment.
- Project manager qualifications according to FAC-P/PM or DAWIA criteria is under review for this investment.
- Project manager assigned to investment, but does not meet requirements according to FAC-P/OM or DAWIA criteria.
- Project manager assigned but qualification status review has not yet started.
- No project manager has yet been assigned to this investment.

12. If this investment is a financial management system, then please fill out the following as reported in the most recent financial systems inventory (FMSI):

| Financial management system name(s) | System acronym | Unique Project Identifier (UPI) number |
|-------------------------------------|----------------|----------------------------------------|
| * | * | * |

a. If this investment is a financial management system AND the investment is part of the core financial system then select the primary FFMIA compliance area that this investment addresses (choose only one): *

- computer system security requirement;
- internal control system requirement;
- core financial system requirement according to FSIO standards;
- Federal accounting standard;
- U.S. Government Standard General Ledger at the Transaction Level;
- this is a core financial system, but does not address a FFMIA compliance area;
- Not a core financial system; does not need to comply with FFMIA

Section B: Summary of Funding (Budget Authority for Capital Assets)

1.

| Table 1: SUMMARY OF FUNDING FOR PROJECT PHASES (REPORTED IN MILLIONS) (Estimates for BY+1 and beyond are for planning purposes only and do not represent budget decisions) | | | | | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------|---------|---------|-----------|-----------|-----------|-----------------|-------|
| | PY1 and earlier | PY 2009 | CY 2010 | BY 2011 | BY+1 2012 | BY+2 2013 | BY+3 2014 | BY+4 and beyond | Total |
| Planning: | * | * | * | * | * | * | * | * | * |
| Acquisition: | * | * | * | * | * | * | * | * | * |
| Subtotal Planning & Acquisition: | * | * | * | * | * | * | * | * | * |
| Operations & Maintenance: | * | * | * | * | * | * | * | * | * |
| Disposition Costs (optional): | * | * | * | * | * | * | * | * | * |
| SUBTOTAL: | * | * | * | * | * | * | * | * | * |
| Government FTE Costs should not be included in the amounts provided above. | | | | | | | | | |
| Government FTE Costs | * | * | * | * | * | * | * | * | * |
| Number of FTE represented by Costs: | * | * | * | * | * | * | * | * | * |
| TOTAL(including FTE costs) | * | * | * | * | * | * | * | * | * |

2. If the summary of funding has changed from the FY 2010 President's Budget request, briefly explain those changes:

*

Section C: Acquisition/Contract Strategy (All Capital Assets)

1.

Table 1: Contracts/Task Orders Table

| Contract or Task Order Number | Type of Contract/Task Order (In accordance with FAR Part 16) | Has the contract been awarded (Y/N) | If so what is the date of the award? If not, what is the planned award date? | Start date of Contract/Task Order | End date of Contract/Task Order | Total Value of Contract/Task Order (M) | Is this an Interagency Acquisition? (Y/N) | Is it performance based? (Y/N) | Competitively awarded? (Y/N) | What, if any, alternative financing option is being used? (ESPC, UESC, EUL, N/A) | Is EVM in the contract? (Y/N) |
|-------------------------------|------------------------------------------------------------------------------------------|-------------------------------------|------------------------------------------------------------------------------|-----------------------------------|---------------------------------|----------------------------------------|-------------------------------------------|--------------------------------|------------------------------|----------------------------------------------------------------------------------|-------------------------------|
| GS-10F163T/DTFAWA-07-F-00076 | Roll-up of multiple planning support contracts including T&M and CPFF contract vehicles. | Y | 2007-08-01 | 2007-08-01 | 2012-03-31 | \$10.0 | * | * | * | * | * |
| DTFAWA-09-X-00016 | Roll-up of multiple support Interagency Agreements | Y | 2007-12-01 | 2007-12-01 | 2012-12-31 | \$32.4 | * | * | * | * | * |

2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:

*

3. Is there an acquisition plan which reflects the requirements of FAR Subpart 7.1 and has been approved in accordance with agency requirements? *

a.If "yes," what is the date? *

Section D: Performance Information (All Capital Assets)

Table 1: Performance Information Table

| Fiscal Year | Strategic Goal(s) Supported | Measurement Area | Measurement Grouping | Measurement Indicator | Baseline | Target | Actual Results |
|-------------|-----------------------------|------------------|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| 2009 | Greater Capacity | * | * | Initial analysis is underway. NNEW is in the preliminary planning phase and unbaselined metrics, baselines and performance targets will not be finalized until the Final Investment Decision in FY2011. Information in this table is subject to change. | Being Determined. | Conduct Initial Analysis to Identify Preliminary Target. | Initial analysis has identified preliminary metrics, baselines and targets. Initial analysis to continue and metrics identified to the end of 2009. |
| 2009 | Greater Capacity | * | * | Identify Measurement Indicator | Identify Preliminary Baseline | Identify Preliminary Target | Preliminary Baseline and Target goals have been identified. Initial analysis to continue and metrics identified to the end of 2009. |
| 2009 | Greater Capacity | * | * | Identify Measurement Indicator | Identify Preliminary Baseline | Identify Preliminary Target | Preliminary Baseline and Target goals have been identified. Initial analysis to continue and metrics identified to the end of 2009. |
| 2009 | Greater Capacity | * | * | Projected Indicator Metric: 4-D Wx Cube to provide improved Wx accuracy, availability, statistical reliability, consistency, refresh rates and resolution in time and space. | Initiate identification of Preliminary Baseline | Initiate identification of Preliminary Target | Preliminary Baseline and Target goals were identified. Initial analysis to continue and metrics identified to the end of 2009. |
| 2010 | Greater Capacity | * | * | Projected Indicator Metric: Minimize Impact of Weather on aircraft routing and delays. | Quantify Baseline values during Investment Analysis planning. | % Target value for Wx related air traffic delays to be estimated as part of investment analysis planning. | Initial baseline and target values will be estimated during FY10 but values will not be finalized until 2011 FID. |

Table 1: Performance Information Table

| Fiscal Year | Strategic Goal(s) Supported | Measurement Area | Measurement Grouping | Measurement Indicator | Baseline | Target | Actual Results |
|-------------|-----------------------------|------------------|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| 2010 | Greater Capacity | * | * | Projected Indicator: NNEW to provide improved access to weather information by all users (i.e., Wx Dissemination). | Quantify Baseline values during Investment Analysis planning. | % Target value for improved Wx information access (NNEW) to be estimated during investment analysis planning. | Initial baseline and target values will be estimated in FY2010. Baseline and improvement target estimates will be finalized by 2011 FID. |
| 2010 | Greater Capacity | * | * | Projected Indicator Metric: Output of 4-D Wx Cube to provide stakeholders with information to facilitate Air Traffic Management decision making using new applications, decision tools, displays and text products. | Quantify Baseline values during Investment Analysis planning. | % Target Values to be estimated during Investment Analysis planning. | Baseline and Improvement target estimates will be finalized by 2011 JRC FID. |
| 2010 | Greater Capacity | * | * | Projected Indicator Metric: Minimize Impact of Weather on NAS operations (i.e., AOC, Flight Deck, GA, Airport Operations) | Quantify Baseline values during Investment Analysis planning. | % Target Values to be estimated during Investment Analysis planning. | Baseline and Improvement target estimates will be finalized by 2011 JRC FID. |
| 2010 | Greater Capacity | * | * | Projected Indicator Metric: 4-D Wx Cube to provide improved Wx accuracy, availability, statistical reliability, consistency, refresh rates and resolution in time and space. | Quantify Baseline values during Investment Analysis planning. | % Target Values to be estimated during Investment Analysis planning. | Baseline and Improvement target estimates will be finalized by 2011 JRC FID. |
| 2011 | Greater Capacity | * | * | Projected Indicator Metric: Minimize Impact of Weather on aircraft routing & delays | Finalize Baseline values during Investment Analysis planning. | Target Values to be finalized during Investment Analysis planning. | Actual benefits will begin in 2014. Baseline and Continuing Target/Planned Improvement value finalized in FY11. |
| 2011 | Greater Capacity | * | * | Projected Indicator Metric: NNEW to provide improved access to weather information by | Finalize Baseline values during Investment Analysis planning. | Determine the target number of Traffic Situation Displays (TSD) that will be impacted. | Actual benefits will begin in 2014. Baseline and Continuing Target/Planned Improvement value finalized in FY11. |

Table 1: Performance Information Table

| Fiscal Year | Strategic Goal(s) Supported | Measurement Area | Measurement Grouping | Measurement Indicator | Baseline | Target | Actual Results |
|-------------|-----------------------------|------------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|----------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| | | | | all users (i.e., Wx Dissemination) | | | |
| 2011 | Greater Capacity | * | * | Projected Indicator Metric: Output of 4-D Wx Cube to provide stakeholders with information to facilitate Air Traffic Management decision making using new applications, decision tools, displays and text products | Finalize Baseline values during Investment Analysis planning. | Target Values to be finalized during Investment Analysis planning. | Actual benefits will begin in 2014. Baseline and Continuing Target/Planned Improvement value finalized in FY11. |
| 2011 | Greater Capacity | * | * | Projected Indicator Metric: Minimize Impact of Weather on NAS operations (i.e., AOC, Flight Deck, GA, Airport Operations) | Finalize Baseline values during Investment Analysis planning. | Automated 6-hr Wx forecast algorithms and Wx models provided. Target values finalized. | Actual benefits will begin in 2014. Baseline and Continuing Target/Planned Improvement value finalized in FY11. |
| 2011 | Greater Capacity | * | * | Projected Indicator Metric: 4-D Wx Cube to provide improved Wx accuracy, availability, statistical reliability, consistency, refresh rates and resolution in time and space. | Finalize Baseline values during Investment Analysis planning. | Refresh/Update rates improved. Target values will be finalized in 2011. | Actual benefits will begin in 2014. Baseline and Continuing Target/Planned Improvement value finalized in FY11. |

Part II: Planning, Acquisition And Performance Information

Section A: Cost and Schedule Performance (All Capital Assets)

| 1. Comparison of Actual Work Completed and Actual Costs to Current Approved Baseline | | | | | | | | |
|--------------------------------------------------------------------------------------|--------------------|-------------------|--------------------|-------------------|-------------------------|------------------------|--------------------------|-------------------------|
| Description of Milestones | Planned Cost (\$M) | Actual Cost (\$M) | Planned Start Date | Actual Start Date | Planned Completion Date | Actual Completion Date | Planned Percent Complete | Actual Percent Complete |
| (S9) Initial Investment Decision (IID) Segment One | \$47.0 | \$27.0 | 2007-10-01 | 2008-02-01 | 2012-03-31 | | 37.00% | 32.00% |
| (S18) Final Investment Decision (FID) Segment One | * | * | 2012-04-01 | | 2012-12-31 | | 0.00% | 0.00% |
| Non-baselined Acquisition | * | * | 2012-12-31 | | 2017-09-30 | | 0.00% | 0.00% |
| Non-baselined Operations and Maintenance | * | * | 2017-10-01 | | 2025-09-30 | | 0.00% | 0.00% |

* - Indicates data is redacted.